

**United States Department of the Interior**  
 National Park Service

# National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions.

## 1. Name of Property

Historic name: Downtown Portsmouth Historic District (Boundary Increase)

Other names/site number: DHR ID# 124-5286

Name of related multiple property listing: N/A

(Enter "N/A" if property is not part of a multiple property listing)

## 2. Location

Street & number: Columbia Street, County Street, Court Street, Crawford Street, High Street, Middle Street, Thomas Circle

City or town: Portsmouth State: VA County: Independent City

Not For Publication:  Vicinity:

## 3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this X nomination \_\_\_ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property X meets \_\_\_ does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

\_\_\_ national \_\_\_ statewide X local

Applicable National Register Criteria:

X A \_\_\_ B \_\_\_ C \_\_\_ D

|  |                               |
|--|-------------------------------|
| <p>_____<br/> <b>Signature of certifying official/Title:</b><br/> <u>Virginia Department of Historic Resources</u><br/> <b>State or Federal agency/bureau or Tribal Government</b></p> | <p>_____<br/> <b>Date</b></p> |
|--|-------------------------------|

|  |  |
|--|--|
| <p>In my opinion, the property ___ meets ___ does not meet the National Register criteria.</p> |  |
| <p>_____<br/> <b>Signature of commenting official:</b></p>                                     | <p>_____<br/> <b>Date</b></p>  |
| <p>_____<br/> <b>Title :</b></p>   | <p>_____<br/> <b>State or Federal agency/bureau or Tribal Government</b></p> |

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#### 4. National Park Service Certification

I hereby certify that this property is:

- entered in the National Register
- determined eligible for the National Register
- determined not eligible for the National Register
- removed from the National Register
- other (explain:) \_\_\_\_\_

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Signature of the Keeper

Date of Action

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#### 5. Classification

##### Ownership of Property

(Check as many boxes as apply.)

- Private:
- Public – Local
- Public – State
- Public – Federal

##### Category of Property

(Check only **one** box.)

- Building(s)
- District
- Site
- Structure
- Object

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**Number of Resources within Property**

(Do not include previously listed resources in the count)

| Contributing | Noncontributing |            |
|--------------|-----------------|------------|
| <u>11</u>    | <u>4</u>        | buildings  |
| <u>0</u>     | <u>1</u>        | sites      |
| <u>0</u>     | <u>0</u>        | structures |
| <u>1</u>     | <u>2</u>        | objects    |
| <u>12</u>    | <u>7</u>        | Total      |

Number of contributing resources previously listed in the National Register 0

**6. Function or Use**

**Historic Functions**

(Enter categories from instructions.)

GOVERNMENT/government office; post office

RECREATION AND CULTURE/museum

COMMERCE/TRADE/office building; bank; specialty store

RELIGION/church

**Current Functions**

(Enter categories from instructions.)

GOVERNMENT/government office; post office

RECREATION AND CULTURE/museum

COMMERCE/TRADE/office building; bank; specialty store

RELIGION/church

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## 7. Description

### Architectural Classification

(Enter categories from instructions.)

LATE 19<sup>TH</sup> AND EARLY 20<sup>TH</sup> CENTURY REVIVALS/Colonial Revival  
MODERN MOVEMENT/International Style, Brutalism, Miesian, Post-Modern, Streamlined  
Moderne

**Materials:** (enter categories from instructions.)

Principal exterior materials of the property: BRICK; CONCRETE; GLASS; METAL/aluminum,  
steel, iron; STONE/granite, limestone; SYNTHETICS/vinyl

### Narrative Description

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

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### Summary Paragraph

The Downtown Portsmouth Historic District Boundary Increase 2026 expands the existing Downtown Portsmouth Historic District (DHR ID 124-5063), which was listed in the Virginia Landmarks Register in 2002 and the National Register of Historic Places in 2004. The existing district encompasses the original 1752 plan of the Town of Portsmouth, as well as its extensions up to and including 1909. At the center of the district is High Street, which was the primary east-west roadway and main commercial corridor. The existing district includes 97 acres consisting of a total of 235 contributing resources, 76 non-contributing resources, and 9 contributing, previously listed resources. The existing district includes a mix of residential, commercial, religious, and institutional buildings constructed in a variety of architectural styles dating from the Early Republic period to the Modern Movement period.

This boundary increase nomination adds three areas to the existing district in three distinct locations at the northeast, south, and southwest edges. The boundary increase adds a total of approximately 13 acres consisting of fourteen (14) primary resources. Eleven (11) of the new primary resources are contributing resources while three (3) of the primary resources are non-contributing. The district consists of a total of twelve (12) contributing resources (eleven buildings and one object) and seven

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(7) non-contributing resources (four buildings, one site, and two objects) including secondary resources. The expanded areas are primarily associated with urban renewal and commercial redevelopment in Downtown Portsmouth. Rather than residential redevelopment which occurred in areas outside the Downtown Portsmouth Historic District, the Boundary Increase Areas are representative of commercial, religious, institutional, and government office expansion into downtown. Most of the buildings added to the district are large, multistory office buildings constructed in popular mid-twentieth century styles such as the International Style and Brutalist style. The district also includes several smaller one-to-two-story commercial and office buildings and one church that are Modernist in style. Each of the Boundary Increase Areas retains integrity associated with the expanded district's area (Community Planning and Development) and period (1951-1974) of significance.

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## Narrative Description

### *Setting*

The general setting of the Downtown Portsmouth Historic District Boundary Increase is reflective of the mid-1950s to late-twentieth-century commercial redevelopment projects that were undertaken to revitalize downtown and the waterfront. All three increase areas retain the grid pattern that typifies the entire downtown area. The buildings range from two to seven stories in height and feature brick, concrete, and glass construction materials that are compatible with the existing district's built environment in terms of their scale, massing, and style. In addition to typical urban lot sizes, several buildings are situated on parcels that extend the entire block. Surface parking lots accompany many of the redeveloped properties, a pattern that is typical of the automobile-centric design practices of the second half of the twentieth century. Boundary Increase Areas 1 and 2 have limited vegetation, such as small street trees and hedges, and some decorative plantings in plaza-integrated planters. Boundary Increase Area 3, along the southwestern edge of the district, is in keeping with the areas around religious properties in the existing district and has a large grass lawn, a parking lot, and mature trees and plantings. As the far southwestern edge, Boundary Increase Area 3 represents the gateway where urban scale begins to blend with suburban residential development.

### *Architectural Description*

#### **Boundary Increase Area 1**

Increase Area 1 is located between the existing district boundary and the city's waterfront and expands the district to the east and northeast. This part of downtown Portsmouth is characterized by urban renewal projects that began during the 1950s and continued into the early 1970s. The easternmost two blocks of High Street, the traditional primary commercial corridor through Downtown Portsmouth, extend through the Increase Area. At the eastern end of High Street is one of the city's earliest urban renewal projects, the 1960 Portsmouth Federal Building (431 Crawford Street, 124-5286-0014) and its associated surface parking lot which is situated on an entire city block surrounded by Crawford, High, Water, and London Streets. An example of International Style design, the Portsmouth Federal

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Building is composed of two sections: a one-story north wing that originally housed the main post office location and a six-story south wing that was designed to provide offices for several federal agencies and the U.S. Coast Guard Command. The building's flat roof, horizontal massing, smoothly surfaced walls, and bands of windows are character-defining elements of the International Style. Nearby, High Street terminates at the historic ferry landing site on the waterfront, which also has been subject to urban renewal and later revitalization efforts. Now known as the Elizabeth River Ferry High Street docking facility, the landing site was reconfigured and rehabilitated during the 1990s. While the Ferry Landing is located outside the Boundary Increase due to its more recent redevelopment, the former Elizabeth River Ferry Terminal maintenance building, now the Portsmouth Naval Shipyard Museum (2 High Street, 124-5286-0001), is located at the eastern edge of Boundary Increase Area 1. Originally constructed in 1920 to service the Ferry Terminal, the building was renovated in 1963 as part of the city's urban renewal efforts and leased to the museum. The exterior of the building was stuccoed to match the clean lines of the modern development and new construction contemporary to its alterations.

Increase Area 1 also includes the c. 1974 bank building (200 High Street, 124-5286-0004) located at the northeast intersection of Crawford and High Streets. Its design is representative of the Modernist blend of Brutalism and International Style. Its parcel includes an associated drive-thru teller and surface parking lot that demonstrate the reliance on the automobile and its influence on mid-twentieth-century design. To the south of the bank is a strip of commercial buildings including the 1966 M. M. Crokin Furniture Store (211-215 High St, 124-5286-0003), which retains its quintessential neon signage and crimped metal veneer exterior on the rear elevation facing King Street despite apparent classically inspired alterations to the façade of the building. The block also includes two non-contributing buildings – the Children's Museum of Virginia (221-223 High St, 124-5286-0002) and the bank/office tower (500 Crawford St, 124-5286-0005) on the far east end of the block constructed in the 1980s. Although the Children's Museum is located in buildings constructed in the mid-1950s, the alterations to the historic structures to accommodate the museum in 2011 make the building non-contributing. The one-story Moderne style commercial building (521 Middle Street, 124-5286-0006) that faces Middle Street and a pedestrian plaza connects the Increase Area to the existing district. Finally, at the south end of Boundary Increase Area 1 is a Miesian, International Style bank building (600 Crawford St., 124-5286-0008) that rests on a pedestrian plaza and is surrounded by a surface parking lot on the north and west sides.

## **Boundary Increase Area 2**

Increase Area 2 extends south from the existing district along Court Street to and including the east sides of County and Columbia Streets. Adjacent to the existing district's southern boundary is the c. 1973 office building located at 330 County Street (124-5286-0007). The International Style building has an exposed steel frame and brick veneer exterior. It is set back from Court Street and has an asphalt parking lot enclosed by a concrete block wall. Emphasis on parking needs in the expansion area is a theme of Area 2, as each building features at least a small, off-street parking area. Across County Street from 330 County is 701 Court Street (124-5286-0009), a commercial building erected in 1960. The south half of the building is slightly taller than the north half, and both sections have flat

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roofs with concrete coping defining low parapets. The building's walls are concrete block-faced with brick veneer laid in a 5:1 common bond of 5 stretcher courses to 1 header course. Facing toward Court Street, the south half of the building has a recessed entry with a commercial storefront system. Polygonal brick planters flank the centered double doors. A slightly projecting, c. 2000 Colonial Revival false front spans the original façade, and consists of Doric pilasters and columns, a plain frieze, and a pedimented gable with modillion blocks. Based on how this element appears to be attached to the original façade, it is thought to be obscuring the original brick veneer rather than replacing it entirely. The north half of the building is devoid of fenestration on its Court Street elevation. The north elevation has three overhead doors flanked by entries with flush metal doors and square transoms. Square windows with fixed sash comprise the remainder of the fenestration. A slightly taller section at the west end of the elevation has a centered entry with a single-light door and transom. A fence composed of brick piers connected by vertical metal railing encircles the parking lot. The brick piers and all sections of the building have the same type of brick veneer, suggesting that all sections are original to the property.

Directly south of 701 Court Street, a legal office building at 709-711 Court Street (124-5286-0010) dates to 1981. The Contemporary style, L-shape building's principal design characteristic is a multiple-level series of steeply-pitched shed roofs. The walls are clad with red brick veneer. Multiple entries and single-light windows punctuate the façade. A decorative brick planter is located at the corner where the two wings join and is accented by a triangular element with faux rafter tails that are attached to a diagonal brace which rises from the planter's east corner. The building's scale, materials, and massing are cohesive with the neighboring buildings, allowing it to blend into the streetscape despite its non-contributing status.

Across Columbia Street are two commercial or light industrial buildings at 305 Columbia Street (124-5286-0012) and 309 Columbia Street (124-5286-0011), along the south side of the street. Built in 1973, each of the one-story, masonry buildings is a typical example of Modern Movement-influenced, minimally ornamented, utilitarian design. On each building, the only visible fenestration is on the façade. The white-painted building at 309 Columbia Street has a corner entry within a polygonal, projecting bay at its west corner and a recessed overhead door at its east corner. The side elevations are devoid of fenestration and the rear elevation has a single, centered entry. The neighboring 305 Columbia Street building has a recessed, centered entry fronted by a short flight of concrete steps and no other visible fenestration.

### **Boundary Increase Area 3**

Increase Area 3 includes a single resource, the Mt. Calvary Baptist Church at 901 Thomas Circle (124-5286-0013), erected in 1968. This church is directly west of St. James Episcopal Church and a short distance southwest of Ebenezer Baptist Church, both of which are contributing resources within the existing Downtown Portsmouth Historic District and are historically African American churches, like Mt. Cavalry. Oriented on a north-south axis, the narrow, rectangular Modern Movement building spans the length of two city blocks. Clad in brick veneer, the two-story, Contemporary style sanctuary comprises the northern one-quarter of the building. Stained glass panels light the interior and a central

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spire rises from the ridgeline. A c. 2002 glass-enclosed, gable-roofed, two-story entry bay spans the rear elevation of the original sanctuary wing, connecting it to the c. 1968 two-story rear wing that likely houses classrooms and offices. Built between 1994 and 2002, a one-story extension featuring similar fenestration and materials is attached to the two-story wing via a hyphen with an entry. The extension likely includes additional classroom space and a fellowship hall. An asphalt parking lot surrounds the church on the east and south, and a large grassy field and pond are enclosed to the south by an iron gate with brick posts. To the north and west side, the church is directly adjacent to Thomas Circle, a residential redevelopment that commenced in 1970 with construction of 12 ranch dwellings and has continued since then with completion of townhouses and single-family dwellings. Much of the redeveloped neighborhood dates to the early 2000s when Hope VI federal funding became available to replace outmoded public housing that dated from the 1930s to the 1960s.

### **Integrity Analysis:**

The Downtown Portsmouth Historic District Boundary Increase retains a high degree of integrity associated with its area (Community Planning and Development) and period (1951-1974) of significance.

**Location:** All of the buildings in each increase area retain integrity of location, as none have been relocated.

**Setting:** In Increase Area 1, minor changes to the setting have occurred as the City continued its redevelopment and revitalization efforts in the 1980s and beyond. However, the overall urban landscape, lot sizes, height, scale, and mass of the surrounding areas remain. In Increase Area 2, the urban setting retains a high degree of integrity including its street grid and pattern. Increase Area 2 is separated from Increase Area 1 due to the loss of a parking garage that had deteriorated to a condition that required emergency demolition. The demolition of the parking deck, which was a city-owned deck not directly associated with any building in the district, somewhat impacted the urban setting of the block along County Street. It retains its function as a parking area for downtown buildings, though it remains a surface lot at the time of this nomination. Increase Area 3 also retains its integrity of setting. While development of Thomas Circle continued into the 2000s, the Area's physical environment remains largely unchanged. The Area still contains a single resource and sits on the edge of an urban historic district and adjacent to suburban development.

**Design:** Increase Area 1 retains integrity of design as its contributing resources retain their character-defining Modern aesthetics and elements associated with International Style, Brutalist, and Moderne style architecture of the mid-twentieth century. Increase Area 2 retains overall integrity of design. While some features such as exterior paint and applied facades have altered the Area's character, these changes are reversible. Increase Area 3 also retains integrity of design and is representative of Modernist religious architectural design. Additions and alternations to the church building have been made to secondary facades and do not detract from the character-defining features of the resource.

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**Materials:** All Increase Areas retain a high degree of material integrity. The district is characterized by its brick, glass, concrete and stone exteriors that were a popular choice for mid-twentieth century commercial buildings and churches and International Style and Brutalist office buildings.

**Workmanship:** Each Increase Area retains workmanship associated with mid-twentieth-century building techniques and technologies. Contributing resources retain their streamlined aesthetics made possible by material choices and design that emerged in the 1950s and 1960s.

**Feeling:** Increase Areas 1 and 2 retain the feeling of urban commercial redevelopment areas on the edge of the historic commercial corridor. Boundary Increase Area 3 retains the feeling of a mid-century church on the edge of downtown.

**Association:** All of the Boundary Increase Areas retain association with the period of significance and area of significance as the Areas contain, respectively, intact commercial, institutional, religious, and/or government buildings resulting from Portsmouth's downtown urban renewal redevelopment initiatives of the 1950s, 1960s, and 1970s.

### Downtown Portsmouth Historic District Boundary Increase Inventory

The inventory below is the result of reconnaissance-level survey conducted in December 2025. Surveyors verified the conditions of all previously documented resources within each Boundary Increase Area, as well as documented resources not previously surveyed and all secondary resources of substantial scale and use. The 2025 survey resulted in the identification of twelve (12) new contributing resources, including eleven (11) buildings and one (1) object, as well as seven (7) non-contributing resources, including four (4) buildings, two (2) objects and one (1) site.

Each entry in the inventory below identifies the primary and secondary (where applicable) resource(s), the resource type (building, site, structure, or object), number of stories, architectural style, approximate construction date, and contributing or non-contributing status. Resources within the Downtown Portsmouth Historic District Boundary Increase 2026 are considered contributing if they were constructed and/or altered during the district's period of significance (1951-1974), are associated with the district's area of significance (Community Planning and Development), and retain architectural integrity sufficient to convey historic associations. Alterations to contributing resources were evaluated based on the overall impact to the character-defining features of the building. A detailed architectural description, site description, and surveyor assessment for each resource has also been prepared in conjunction with this nomination and can be accessed via the Virginia Department of Historic Resources architectural survey archives and/or the Virginia Cultural Resource Information System (V-CRIS). Resources are keyed to the Sketch Map by their respective Increase Area number and the last four digits of the resource's 11-digit historic district identification number (e.g. -0001, -0002, etc.).



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**Middle Street**

**521 Middle Street 124-5286-0006**

***Portsmouth Museums Foundation***

***Primary Resource: Museum (Building), Stories 1, Style: Moderne, Ca 1957***

**Contributing Total: 1**

***Secondary Resource : Park (Site)***

**Non-contributing Total: 1**

**Increase Area 2:**

**Columbia Street**

**305 Columbia Street 124-5286-0012**

***Primary Resource: Office/Office Building (Building), Stories 1, Style: Commercial Style, Ca 1973***

**Contributing Total: 1**

**309 Columbia Street 124-5286-0011**

***Primary Resource: School (Building), Stories 1, Style: Modernist, Ca 1973***

**Contributing Total: 1**

**County Street**

**330 County Street 124-5286-0007**

***Primary Resource: Office/Office Building (Building), Stories 3, Style: International Style, Ca 1973***

**Contributing Total: 1**

**Court Street**

**701 Court Street 124-5286-0009**

***Primary Resource: Office/Office Building (Building), Stories 1, Style: Commercial Style, Ca 1960***

**Contributing Total: 1**

**709-711 Court Street 124-5286-0010**

***Primary Resource: Office/Office Building (Building), Stories 1, Style: Contemporary, Ca 1981***

**Non-contributing Total: 1**

***Secondary Resource : Sign (Object)***

**Non-contributing Total: 1**

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**Increase Area 3:**

**Thomas Circle**

**901 Thomas Circle**

**124-5286-0013**

***Mt. Calvary Baptist Church***

*Primary Resource:* **Church/Chapel (Building), Stories 1, Style: Contemporary, 1968**

**Contributing Total: 1**

*Secondary Resource :* **Sign (Object)**

**Contributing Total: 1**

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## 8. Statement of Significance

### Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A. Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B. Property is associated with the lives of persons significant in our past.
- C. Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D. Property has yielded, or is likely to yield, information important in prehistory or history.

### Criteria Considerations

(Mark "x" in all the boxes that apply.)

- A. Owned by a religious institution or used for religious purposes
- B. Removed from its original location
- C. A birthplace or grave
- D. A cemetery
- E. A reconstructed building, object, or structure
- F. A commemorative property
- G. Less than 50 years old or achieving significance within the past 50 years

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**Areas of Significance**

(Enter categories from instructions.)

COMMUNITY PLANNING AND DEVELOPMENT

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Period of Significance**

1951-1974

\_\_\_\_\_  
\_\_\_\_\_

**Significant Dates**

N/A

\_\_\_\_\_  
\_\_\_\_\_

**Significant Person**

(Complete only if Criterion B is marked above.)

N/A

\_\_\_\_\_  
\_\_\_\_\_

**Cultural Affiliation**

N/A

\_\_\_\_\_  
\_\_\_\_\_

**Architect/Builder**

Oliver and White

Fitz-Gibbon, T. David

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**Statement of Significance Summary Paragraph** (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

The Downtown Portsmouth Historic District (DHR ID 124-5063) was listed in the Virginia Landmarks Register in 2002 and the National Register of Historic Places in 2004. The existing district's period of significance begins in 1752, which coincides with the first plan of the Town of Portsmouth, and ends in 1952 with the completion of the Downtown Tunnel connecting Portsmouth to Norfolk. The district was listed under Criterion C in the area of Community Planning and Development. While not explicitly listed in the table at the beginning of Section 8 of the form, the last paragraph of the Statement of Significance includes Architecture as a second area of significance.

The Downtown Portsmouth Historic District Boundary Increase 2026 expands the district in three geographic areas, as described in Section 7 and Section 10 of this form. The Increase Areas demonstrate the impact of Portsmouth's mid-twentieth-century downtown urban renewal initiatives, which focused primarily on commercial, government, and institutional redevelopment along the waterfront of the Elizabeth River and the areas of downtown nearest the Downtown Tunnel approach and I-264. The Boundary Increase is locally significant under Criterion A in the area of Community Planning and Development. The period of significance for the Boundary Increase begins in 1951, when the City of Portsmouth began its downtown urban renewal planning, and ends in 1974, coinciding with the end of the federal Urban Renewal program and the completion of a large phase of construction in the downtown area.

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**Narrative Statement of Significance** (Provide at least **one** paragraph for each area of significance.)

**Criterion A: Community Planning and Development**

*\*Italicized portions of the text below are adapted from the Urban Renewal-era Resources in the United States MPD*

*Between 1949 and 1974, the federal government partnered with local municipalities to stimulate substantial changes to the physical character of urban environments through urban renewal projects that local municipalities undertook. Project sizes ranged from less than one acre to hundreds of acres, and usually consisted of land acquisition, clearance, rehabilitation, and pre-development activities such as building new roads and installing new infrastructure. Once the land had been prepared, local municipalities would sell to private interests, who then undertook the actual developments on the project land. The effects of these changes to countless communities continue to be felt and observed over 50 years later, and the products of urban renewal constitute a significant chapter in American history.*

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*The US Housing Act of 1949 (Public Law 81-171) was the first federal law to codify urban redevelopment, a term used from 1949 until 1954. This act focused mainly on the wholesale clearance of land in an attempt to eradicate urban slums and blight. The US Housing Act of 1954 (Public Law 83560) replaced the term “urban redevelopment” with “urban renewal.” When created in 1965, the US Department of Housing and Urban Development (HUD) defined urban renewal as “the diversified efforts by localities, with the assistance of the Federal Government, for the elimination and prevention of slums and blight, whether residential or nonresidential, and the removal of the factors that create slums and blighting conditions.” The nature and objectives of the program evolved over the years with each successive piece of legislation passed by Congress between 1949 and 1974.*

Early housing and redevelopment planning began in Portsmouth in 1945 when the City hired nationally recognized urban planner Harland Bartholomew and Associates to conduct a housing and land use survey. Bartholomew’s work in the city culminated in a Comprehensive Plan completed in June 1947. Bartholomew worked in hundreds of cities throughout the United States, several of which were in Virginia, including Richmond and Hopewell in addition to Portsmouth. The firm’s work in Richmond has been written on extensively for its impact on furthering segregation and displacement of thousands of African American residents who lived in areas the “Bartholomew Plan” designated as blighted. Those areas were targeted for redevelopment, public housing, and transportation projects including the construction of I-95 and I-64 that obliterated large portions of the historic Jackson Ward neighborhood. Like the City of Richmond’s plan, the impact of Bartholomew’s work has been criticized in many cities for its role in furthering systemic racism and concentrating poverty. Portsmouth’s Comprehensive Plan included analysis for the city’s housing, land use, and community facilities based upon race and provided recommendations that perpetuated racial segregation.<sup>1</sup> For Portsmouth, Bartholomew’s Comprehensive Plan provided a step-by-step guide for reimagining urban and suburban development, street patterns, civic buildings and resources, land use and zoning, and housing. Over the course of the next three decades (1950s into the 1970s), the Portsmouth City Planning department worked to implement recommendations that were born out of the 1947 Comprehensive Plan. In 1965, the City Planning Commission released a report titled “Toward Implementation” that provided an updated analysis of existing conditions since Bartholomew’s plan and emphasized redevelopment in the areas within the core commercial and waterfront zones.<sup>2</sup>

Planning for “slum clearance” projects began in Downtown Portsmouth in 1951. Two types of projects were planned: public housing and redevelopment. Early development of public housing

<sup>1</sup> Harland Bartholomew and Associates, *A Comprehensive Plan: Prepared for the City Planning Commission, Portsmouth, Virginia*, June 1947, Portsmouth Public Library.

<sup>2</sup> City Planning Commission, *Toward Implementation: Crawford Crescent*, City of Portsmouth, Virginia, December 1964, Portsmouth Public Library. Note: The Portsmouth Public Library holds many of the City Planning Commission’s reports and plans from the mid-twentieth century. They demonstrate that the implementation of the 1947 Comprehensive Plan took decades and was not always carried out exactly as planned by Bartholomew but reimagined as time went on, new information became available, and/or public opinion changed.

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in Portsmouth included razing of existing buildings to build the ambitious Ida Barbour Park west of downtown. Several neighborhoods north of downtown, particularly Lincolnville, were also acquired for new public housing in an effort collectively known as the Park View project. Swaths of residential urban blocks were razed, displacing area residents.<sup>3</sup> Both of these neighborhoods included largely working-class and African American populations at the time they were undertaken. At this time, racial segregation in housing and all public accommodations was legally permitted in Portsmouth, as well as throughout Virginia. The neighborhoods targeted for redevelopment – in Portsmouth, throughout Virginia, and nationwide – were also often those “redlined” in the 1930s by the Home Owner’s Loan Corporation (HOLC). The HOLC was a New Deal-era agency created to provide mortgage assistance and relief during the Great Depression. Surveyors used a color-coded grading system to rate housing and neighborhoods based upon investment risk. The most hazardous or “high risk” areas were grade D and marked in red on area maps. Red areas were most often associated with working class, African American and ethnic minority neighborhoods. Areas in and immediately to the north, west, and south of Downtown Portsmouth’s commercial corridor were located in a redlined area labeled D16. The area primarily housed Navy and railroad employees and factory workers, seventy (70) percent of whom were African American.<sup>4</sup>

Commercial areas of Downtown Portsmouth, meanwhile, were slated for redevelopment with a continued commercial land use. As explained in the Downtown Portsmouth Historic District’s 2004 nomination, the 1952 completion of the tunnel between Portsmouth and Norfolk, along with numerous suburban construction projects, had the effect of draining residents and commercial activity from downtown Portsmouth. The ferry service between the two cities was discontinued in 1955 and the historic ferry landing site was infilled.<sup>5</sup> Unlike most urban renewal projects in the country which frequently demolished primarily residential areas, the area of focus in this nomination was already primarily commercial and/or institutional. Small-business owners who had not yet been affected by the flight to the suburbs were greatly impacted and would have been forced to either relocate or close, resulting in lost income. The 2004 nomination also noted, “urban renewal caused the demolition of numerous buildings in the commercial core, mostly at the east end of High Street. New building on the cleared sites redirected the focus to a new city-government complex and a few high-rise buildings.”<sup>6</sup>

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<sup>3</sup> “Movement Started to Improve Housing for Negroes,” *The (Norfolk) Virginian-Pilot*, January 28, 1951, p. 61; “\$7 Million, 515-Unit Barbour Park Housing Project Gets Underway,” *The Portsmouth Star*, February 21, 1954, p. A-8; “Northside Renewal Buildings Survey Work Completed,” *(Norfolk) Ledger-Star*, March 16, 1962, p. 15. Most of the public housing projects from this era were demolished during the early twenty-first century.

<sup>4</sup> “Greater Norfolk: Norfolk, Portsmouth, South Norfolk, Newport News, Hampton, and Vicinity,” HOLC Area Map, Mapping Inequality: Redlining in New Deal America, [https://dsl.richmond.edu/panorama/redlining/map/VA/Norfolk/area\\_descriptions/D16#loc=13/36.9286/-76.2676](https://dsl.richmond.edu/panorama/redlining/map/VA/Norfolk/area_descriptions/D16#loc=13/36.9286/-76.2676) (accessed 21 Jan 2026). For more information on Redlining see: Richard Rothstein, *The Color of Law: A Forgotten History of How our Government Segregated America*, (New York: W. W. Norton & Company, 2017).

<sup>5</sup> “Disposition of Ferries Up Tuesday,” *(Norfolk) Ledger-Star*, August 19, 1955, p. 6.

<sup>6</sup> Kimble David, “Downtown Portsmouth Historic District,” National Register nomination, 2003, <https://www.dhr.virginia.gov/historic-registers/124-5063/>, section 7, p. 13.

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Boundary Increase Areas 1 and 2 were historically located within Federal Urban Renewal Property VAR-53, known as the “Crawford” project.<sup>7</sup> Local planning efforts referred to this area more colloquially as the “Downtown Civic Center & Commercial Rehab Project.” Boundary Increase Area 3 was also located in a redevelopment area known as “VAR-40 Weaver Clear and Redevelopment” area (see Figure 1).<sup>8</sup> This pattern of redevelopment is clearly apparent in today’s built environment in Downtown Portsmouth.

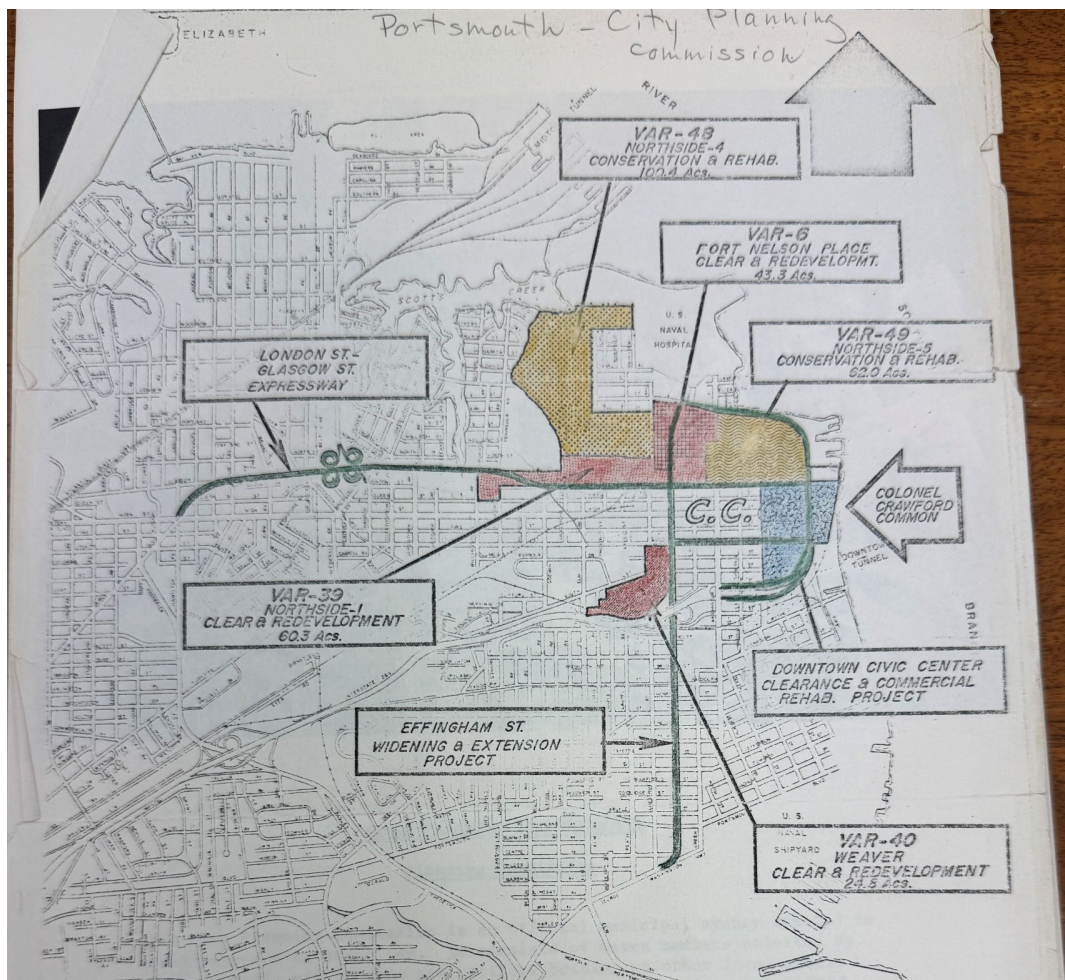


Figure 1: Map showing designated redevelopment areas in Portsmouth, July 1966. The Boundary Increase Areas are located in the zones shaded Blue (“Downtown Civic Center & Commercial Rehab Project/Colonel Crawford Comm”) and Red (“VAR-40 Weaver Clear and Redevelopment”). From the City Planning Commission Annual Report, 1965-66, Portsmouth Public Library.

<sup>7</sup> National Register of Historic Places, Urban Renewal-era Resources in the United States, Multiple Property Documentation Form. National Register Number MC100012679. <https://www.dhr.virginia.gov/historic-registers/500-0013/>; City of Portsmouth Planning Commission, “1965-66 Annual Report,” Portsmouth Public Library.

<sup>8</sup> City of Portsmouth Planning Commission, “1965-66 Annual Report,” Portsmouth Public Library.

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In Increase Area 1, among the earliest commercial redevelopment activity occurred in the block of High Street immediately adjacent to and east of the existing Downtown Portsmouth Historic District. This block is representative of the typical use of urban renewal funds to acquire and demolish existing building stock for private redevelopment. A row of one- to three-story commercial buildings constructed in the 1950s and 1960s replaced earlier commercial structures. The Moderne style office building at 521 Middle Street, which now houses the Portsmouth Museum Foundation's offices, is the oldest remaining building from the block that retains integrity. The Children's Museum of Virginia, located at 221-223 High Street, opened in 1994. Due to the alterations carried out for the museum, which included Postmodern treatments at the main entry, the building lacks integrity to contribute to the expanded historic district. Its construction during the 1950s and its adaptive reuse during the 1990s and more recently in 2011 are associated with the City of Portsmouth's ongoing projects to revitalize the downtown district. The M.M. Crockin Furniture Store, constructed c. 1966, retains integrity associated with the mid-twentieth-century commercial redevelopment, especially along its King Street façade. The easternmost building on the block is a later, 1986 bank. Though it is non-contributing based upon age, it is a continuation of a financial corridor that developed along Crawford Street during the 1970s and 1980s as the city continued to reimagine its downtown and waterfront.

The first large-scale redevelopment project that occurred downtown came with construction of the new Portsmouth Federal Building (124-5207) in 1959-1960 at the east end of High Street alongside Crawford Street between London and High streets. Historic newspaper reports about the project include photographs of late-nineteenth- to early-twentieth-century multiple-family dwellings and commercial buildings that were demolished to make way for the new federal project. The architectural firm Oliver and White and individual architect T. David Fitz-Gibbon designed the International Style building. The multimillion-dollar project received a direct federal appropriation that survived a round of budget cuts that occurred during the last years of President Dwight D. Eisenhower's administration.<sup>9</sup> Intended to house a post office and offices for an assortment of federal agencies, the building's primary occupant was to be the U.S. Coast Guard Fifth District headquarters, which relocated to Portsmouth from Norfolk. Bringing with it a \$2-million-dollar payroll, the Coast Guard's arrival was greeted by City officials and federal officeholders with considerable pomp during the building's grand opening in 1961.<sup>10</sup> The construction of the Portsmouth Federal Building also was regarded as the first step in revitalizing Portsmouth's waterfront, which had lost most of its commercial and industrial activity shortly after World War II. Typical of office buildings of this era, a large surface parking lot covering most of a city block was built directly south of the building.

Another, smaller-scale revitalization project began during the late 1950s, when the Portsmouth Naval Shipyard Museum selected the former Elizabeth River Ferry Terminal maintenance building as its new location. The Commercial Style building stands directly southeast of the

<sup>9</sup> (*Norfolk Ledger-Star*, various newspaper articles, February 1958-September 1961.

<sup>10</sup> George M. Kelley, "Portsmouth Dedicates New Federal Building," *The (Norfolk) Virginian-Pilot and Portsmouth Star*, April 30, 1961, p. 1.

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Portsmouth Federal Building and alongside today's High Street docking facility. The maintenance building was constructed in 1920 as a service facility for the Elizabeth River Ferry that traversed the waters between Portsmouth and Norfolk. The museum's official reopening occurred in 1963, and it remains in operation at this location today.



*Figure 2: Historic aerial photograph facing east toward the Elizabeth River. The image captures the Portsmouth Naval History Museum near the waterfront, the Portsmouth Federal Building and bank building at 500 Crawford Street, as well as the block consisting of the Children's Museum of Virginia and the M.M. Crocker Furniture Store. Date unknown but likely mid-to-late 1970s. Portsmouth Public Library.*

Between Crawford Street and the east edge of the existing district boundary, commercial redevelopment began during the 1950s and continued into the 1970s. Two purpose-built banks were among the projects. At the northwest corner of Crawford and High Streets, the 1974 bank is an example of Brutalist and International Style design. At the northwest corner of Crawford and County streets is a 1973 bank building with a distinctive Miesian design. Typical of their period, each bank includes a surface parking lot with decorative landscaping and space for drive-through service. As has been observed with nominations for other Urban Renewal-era banks of this period, such as the Virginia National Bank Headquarters (122-5817; NRHP 2016) in Norfolk, use of a Modern style projected a sense of robust stability and forward-looking optimism to potential customers. Additionally, bank buildings constructed in a traditional downtown setting signaled longevity for both the financial institution as well as the historic commercial corridor.

In Increase Area 2, the International Style office building located at 330 County Street is located directly south of the existing historic district. The building, completed in 1973, is representative of urban renewal trends. Prior to its redevelopment, the single parcel consisted of several two-

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story commercial buildings. The new office building was set back from Court Street and included a walled-in parking area that catered to employees and customers driving in from Portsmouth's suburbs or through the new Downtown Tunnel from Norfolk. Across County Street to the south is 701 Court Street, which was built in 1960. Based on Sanborn maps, it appears that the extant resource replaced a corner store, a 1938 masonry building that had housed the Grand Aerie Fraternal order of Eagles, and a frame dwelling. Directly south of 701 Court Street is a legal office at 709-711 Court Street that was constructed in 1981. According to Sanborn maps, the north half of the property's lot was vacant by 1950, while the south half was occupied by two dwellings. The office building today occupies the north half of the parcel and a parking lot is on the south half. Across the street to the south, the buildings at 305 and 309 Columbia Street were both built in 1973. They replaced a mixed group of dwellings and commercial buildings that were shown on Sanborn maps and aerial photographs up through the late 1950s.<sup>11</sup> The City of Portsmouth undertook commercial and housing redevelopment projects in this area of downtown from the mid-1950s to early 1970s. These extant commercial buildings are associated with these organized redevelopment efforts.

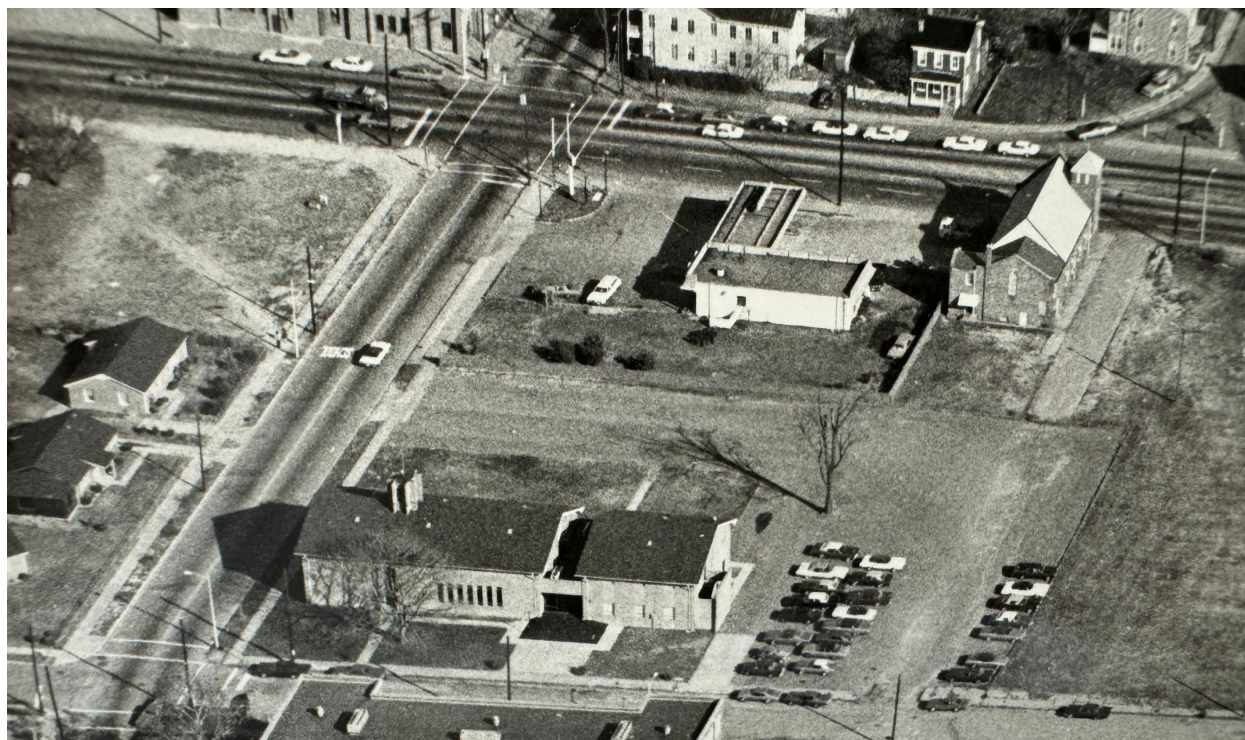


Figure 3: Historic aerial showing the west elevation of Mt. Calvary Baptist Church (facing east). Date unknown. Portsmouth Public Library.

In Increase Area 3, Mt. Calvary Baptist Church occupies a two-block area that historically included the site of the Chestnut Street Public School, which served Black children during the

<sup>11</sup> Sanborn Map Company, 1920 - Oct 1950, Vol. 1, p. 5, 16.

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segregation era, and a group of three dwellings and a corner store.<sup>12</sup> Starting in the 1950s, the section of Portsmouth that is southwest and west of the existing historic district was targeted for redevelopment project “VAR-40,” and was subject to extensive clearance and redevelopment that included multiple public housing projects.<sup>13</sup> It was during this redevelopment period that Mt. Calvary Baptist Church relocated to the area. The Mt. Calvary Baptist Church congregation traces its history to 1935. At this time, the *Portsmouth Star* newspaper identified its location as the corner of Effingham and Clifford Street, which is southwest of the church’s current location. A swath of the area south of downtown Portsmouth was obliterated by construction of I-264, which was designed during the late 1950s and completed during the early 1970s.<sup>14</sup> The *Portsmouth Star* regularly reported on activities at the church between 1935 and 1955. Mention of Mt. Calvary Baptist Church disappeared in the newspaper after 1955. The congregation may have relocated during I-264’s lengthy construction period, or it may have disbanded for a period. The current sanctuary was completed in 1968, but the Mt. Calvary Baptist Church name did not reappear in local newspapers. Located just west of the district and adjacent to an existing collection of religious properties that are within the existing district, the Mt. Calvary Baptist Church is the only resource located in Increase Area 3. Due to its association with Portsmouth’s urban renewal, transportation, and public housing construction projects dating from the 1950s into the 1970s, the building is a contributing resource to the district.

Downtown Portsmouth’s urban renewal projects were not without local opposition. Business and property owners along High Street objected to acquisition of their buildings only to see them demolished. Other downtown store owners entreated the City to develop strategies to counter the diversion of retail customers to suburban locations.<sup>15</sup> Newspapers articles blasted the razing of old buildings and simultaneously noted commercial progress highlighting the debate around urban renewal implementation.<sup>16</sup> “Young” and “energetic” planners like Brewer Moore, however, persevered with the urban renewal campaigns. During the early 1960s, Moore took plans to the neighborhoods and engaged with citizens in order to gather support necessary to “forge the city council, the planning commission, and the redevelopment and housing authority into a team that can make up the central city renewal deficiencies of the 1950s.”<sup>17</sup> Redevelopment plans were altered to suit public opinion, financial deficiencies, and evolving needs of the city over time. Large-scale demolition of historic commercial areas, however, were executed according to plan. Redevelopment of these areas for larger commercial buildings,

<sup>12</sup> Sanborn Map Company, 1920 - Oct 1950, Vol. 1, p. 38.

<sup>13</sup> City of Portsmouth Planning Commission, “1965-66 Annual Report,” Portsmouth Public Library. Note: The most recent public housing projects date to the early 2000s and these replaced mid-twentieth-century projects.

<sup>14</sup> Sanborn Map Company, 1920 - Oct 1950, Vol. 1, p. 39; “Interstate 264 Virginia,” Interstate-Guide.com, July 14, 2021, <https://www.aaroads.com/interstate-guide/i-264-va/>.

<sup>15</sup> The historic trends associated with urban redevelopment are described in a 1996 report commissioned by the Federal Reserve Bank of Richmond. See C. Theodore Koebel, Center for Housing Research, Virginia Polytechnic Institute and State University, *Urban Redevelopment, Displacement, and the Future of the American City*, prepared for Community Affairs Office, Federal Reserve Bank of Richmond, 1996.

<sup>16</sup> “Old Building Being Razed: Changes Taking Place on High Street,” *Ledger-Dispatch*, date unknown, filed in the Urban Renewal Newspaper Binder at the Portsmouth Public Library.

<sup>17</sup> “Planner Goes to the People,” *Ledger-Star*, 7 June 1963, Portsmouth Public Library.

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financial institutions, government offices, and modern amenities such as off-street parking was realized in the crescent that extended from the High Street Corridor east to the Elizabeth River and South to I-264.

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## 9. Major Bibliographical References

**Bibliography** (Cite the books, articles, and other sources used in preparing this form.)

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*Ledger Dispatch*

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**Previous documentation on file (NPS):**

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # \_\_\_\_\_
- recorded by Historic American Engineering Record # \_\_\_\_\_
- recorded by Historic American Landscape Survey # \_\_\_\_\_

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**Primary location of additional data:**

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

Name of repository: Virginia Department of Historic Resources; Portsmouth Public Library

**Historic Resources Survey Number (if assigned):** 124-5286

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**10. Geographical Data**

**Acreage of Property** 12.94

Use either the UTM system or latitude/longitude coordinates

**Latitude/Longitude Coordinates**

Datum if other than WGS84: \_\_\_\_\_  
(enter coordinates to 6 decimal places)

Increase Area 1:

Latitude: 36.835524 Longitude: -76.298379

Increase Area 2:

Latitude: 36.833378 Longitude: -76.300422

Increase Area 3:

Latitude: 36.831586 Longitude: -76.307764

**Or**

**UTM References**

Datum (indicated on USGS map):

NAD 1927 or  NAD 1983

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- |          |           |           |
|----------|-----------|-----------|
| 1. Zone: | Easting:  | Northing: |
| 2. Zone: | Easting:  | Northing: |
| 3. Zone: | Easting:  | Northing: |
| 4. Zone: | Easting : | Northing: |

**Verbal Boundary Description** (Describe the boundaries of the property.)

The Downtown Portsmouth Historic District Boundary Increase 2026 expands the existing Downtown Portsmouth Historic District in three areas. Boundary Increase Area 1 extends the district boundary on its northeast edge encompassing historic properties along High Street and extending to the waterfront. Boundary Increase Area 2 extends the district southward along Court Street and includes properties on County Street and Columbia Street. Boundary Increase Area 3 adds one additional resource, Mt. Calvary Baptist Church, located at 901 Thomas Circle, to the district at its southwest corner. The true and correct historic boundaries are shown on the attached scaled Location Map and Sketch Map.

**Boundary Justification** (Explain why the boundaries were selected.)

The boundaries of the Downtown Portsmouth Historic District Boundary Increase 2026 encompass the historic areas associated with the City of Portsmouth’s downtown urban renewal initiatives of the mid-twentieth century. Each of the three boundary increase areas underwent considerable redevelopment during the period of significance that resulted in the historic urban landscape that is included in this nomination. The boundaries exclude resources that were constructed, altered, or demolished after 1974. The district’s historic setting and all known associated historic resources have been included within the nominated areas’ boundaries.

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**11. Form Prepared By**

name/title: Kayla Halberg, Lena McDonald, Ashlen Stump, Celina Adams  
 organization: Commonwealth Preservation Group  
 street & number: 536 W 35<sup>th</sup> Street  
 city or town: Norfolk state: VA zip code: 23508  
 e-mail admin@commonwealthpreservationgroup.com  
 telephone: 757-923-1900  
 date: January 2026

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### Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

### Photographs

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

### Photo Log

Name of Property: Downtown Portsmouth Historic District Boundary Increase 2026

City or Vicinity: Portsmouth

County: N/A State: VA

Photographer: Kayla Halberg

Date Photographed: December 4, 2025

Description of Photograph(s) and number, include description of view indicating direction of camera:

Downtown Portsmouth Historic District  
(Boundary Increase)  
Name of Property \_\_\_\_\_

City of Portsmouth, VA  
County and State \_\_\_\_\_

| Photo No. of 16 | Photo Description  | Camera Direction |
|-----------------|--|------------------|
| 1               | TowneBank building at the NW Corner of High Street and Crawford Street   | NW               |
| 2               | Crawford Street and The Portsmouth Federal Building                      | NE               |
| 3               | Portsmouth Federal Building Entrance                                     | E                |
| 4               | Portsmouth Naval History Museum  | NE               |
| 5               | South side of High Street  | SW               |
| 6               | Children’s Museum of Virginia Main Entrance                              | SE               |
| 7               | Middle Street block showing the rear elevations of High Street buildings | NE               |
| 8               | Rear elevation of the M. M. Crocking Furniture Store                     | NW               |
| 9               | The Crawford Building and Crawford Street facing North                   | N                |
| 10              | 330 County Street and existing Historic District                         | NE               |
| 11              | 701 Court Street and 330 County Street                                   | E                |
| 12              | Court Street block   | NE               |
| 13              | Columbia Street office buildings   | SW               |
| 14              | Mt. Calvary Baptist Church   | SW               |
| 15              | Mt. Calvary Baptist Church and Thomas Circle                             | SE               |
| 16              | Mt. Calvary Baptist Church rear parking and open space                   | SE               |

Historic Figures Log:

Figure 1 of 3: Map showing designated redevelopment areas in Portsmouth, July 1966. The Boundary Increase areas are located in the zones shaded Blue (“Downtown Civic Center & Commercial Rehab Project/Colonel Crawford Comm”) and Red (“VAR-40 Weaver Clear and Redevelopment). From the City Planning Commission Annual Report, 1965-66, Portsmouth Public Library.

Figure 2 of 3: Historic aerial photograph facing east toward the Elizabeth River. The image captures the Portsmouth Naval History Museum near the waterfront, the Portsmouth Federal Building and bank building at 500 Crawford Street, as well as the block consisting of the Children’s Museum of Virginia and the M.M. Crockin Furniture Store. Date unknown but likely late mid-to-late 1970s. Portsmouth Public Library.

Figure 3 of 3: Historic aerial showing the west elevation of Mt. Calvary Baptist Church (facing east). Date unknown. Portsmouth Public Library.

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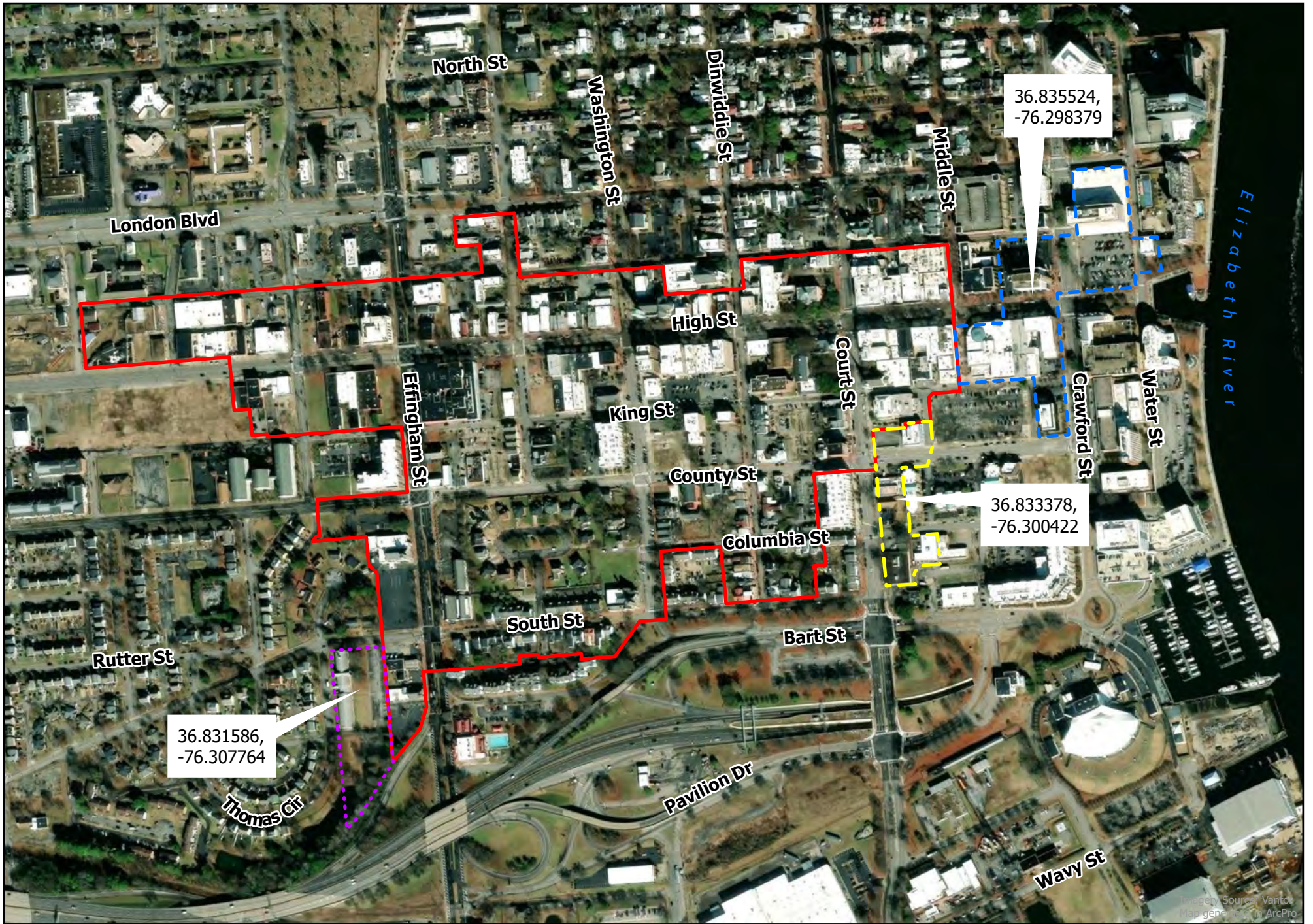
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**Paperwork Reduction Act Statement:** This information is being collected for nominations to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.). We may not conduct or sponsor and you are not required to respond to a collection of information unless it displays a currently valid OMB control number.

**Estimated Burden Statement:** Public reporting burden for each response using this form is estimated to be between the Tier 1 and Tier 4 levels with the estimate of the time for each tier as follows:

- Tier 1 – 60-100 hours
- Tier 2 – 120 hours
- Tier 3 – 230 hours
- Tier 4 – 280 hours

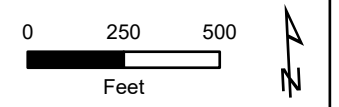
The above estimates include time for reviewing instructions, gathering and maintaining data, and preparing and transmitting nominations. Send comments regarding these estimates or any other aspect of the requirement(s) to the Service Information Collection Clearance Officer, National Park Service, 1201 Oakridge Drive Fort Collins, CO 80525.



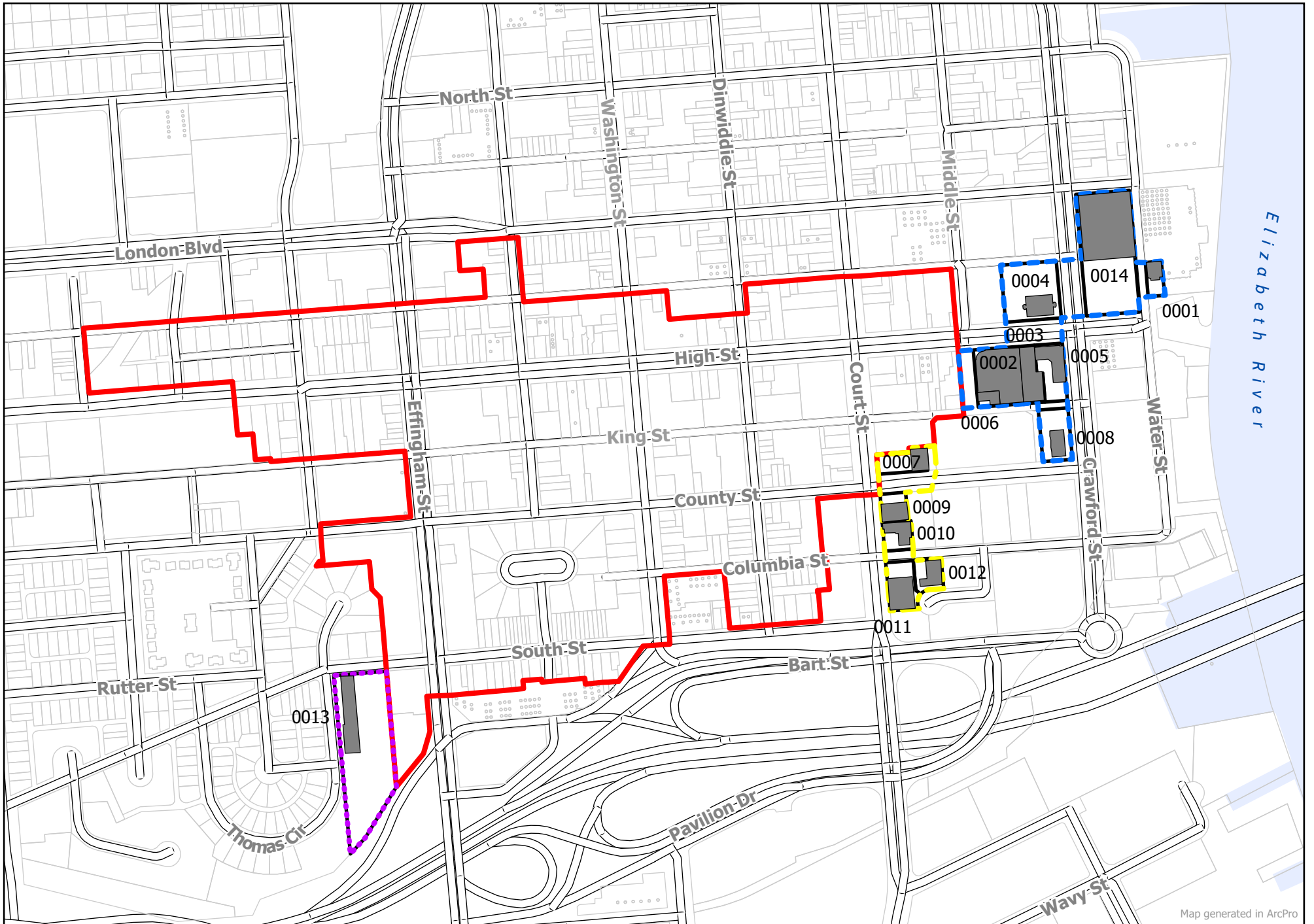
**Location Map**

- Existing Historic District Boundary
- Increase Area 1
- Increase Area 2
- Increase Area 3

**Downtown Portsmouth Historic District Boundary Increase 2026**  
 City of Portsmouth, Virginia  
 DHR ID# 124-5286



Imagery Source: Vantor  
 Map generated in ArcPro



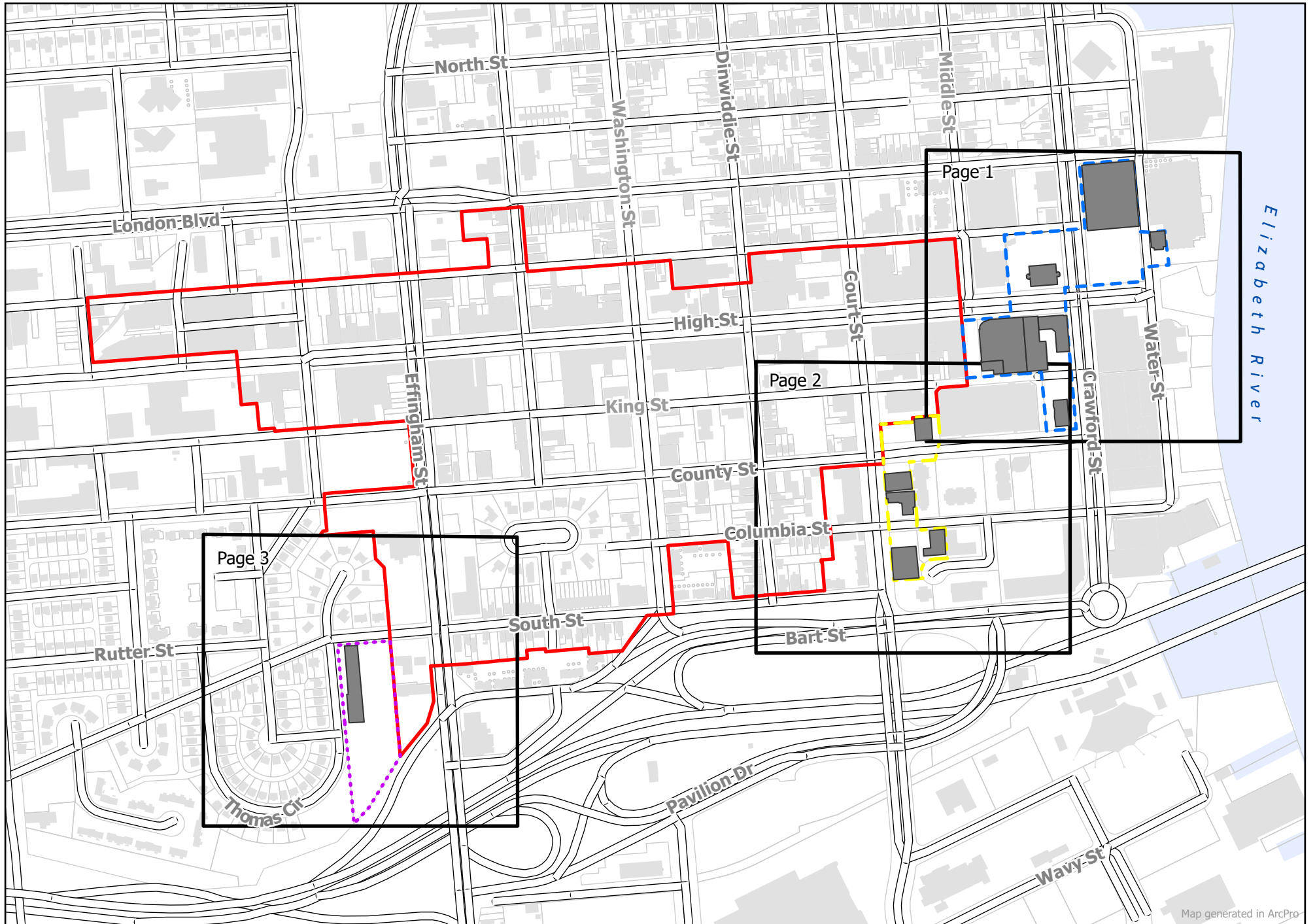
Map generated in ArcPro

**Sketch Map Overview**

0 250 500  
 Feet  
 Scale: 1:6,000

**Downtown Portsmouth Historic District Boundary Increase 2026**  
 City of Portsmouth, Virginia  
 DHR ID# 124-5286

- Existing Historic District Boundary
- Increase Area 1
- Increase Area 2
- Increase Area 3

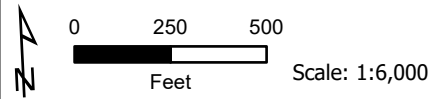


Map generated in ArcPro

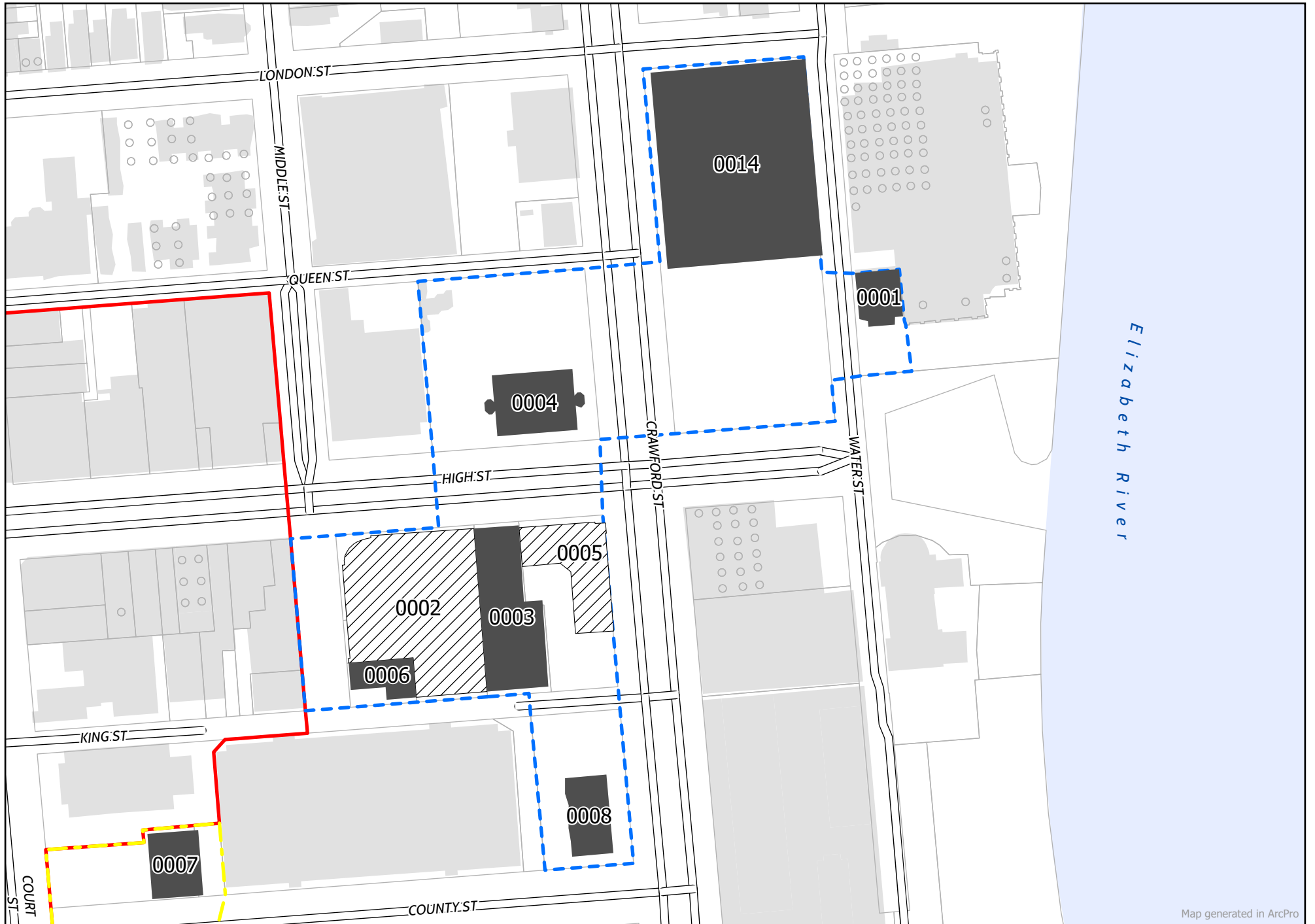
**Sketch Map Grid Key**

**Downtown Portsmouth Historic District Boundary Increase 2026**

- ▭ Existing Historic District Boundary
- ▭ Increase Area 1
- ▭ Increase Area 2
- ▭ Increase Area 3



**City of Portsmouth, Virginia**  
DHR ID# 124-5286



Map generated in ArcPro

**Sketch Map**

**Downtown Portsmouth Historic District Boundary Increase 2026**

**City of Portsmouth, Virginia**

DHR ID# 124-5286

Page 1



Scale: 1:2,000

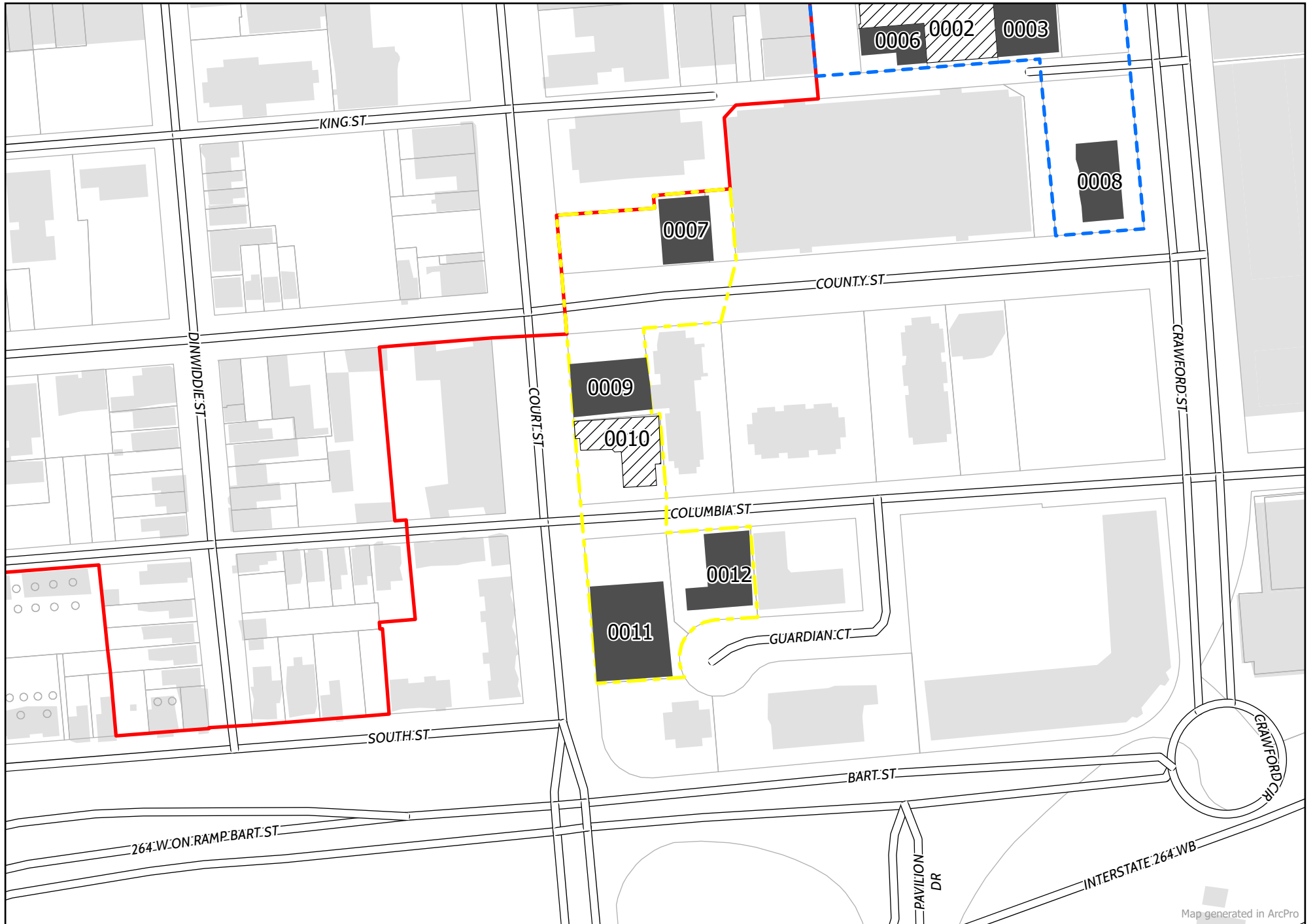
**Building Footprints**

- Contributing
- Non-Contributing

**Existing Historic District Boundary**

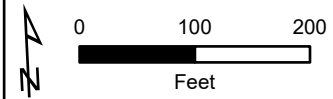
- Existing Historic District Boundary
- Increase Area 1
- Increase Area 2
- Increase Area 3

Note: Maps show the contributing status of primary resources only. For status of secondary resources, please see the nomination inventory.



Map generated in ArcPro

**Sketch Map**



Scale: 1:2,000

**Downtown Portsmouth Historic District Boundary Increase 2026**

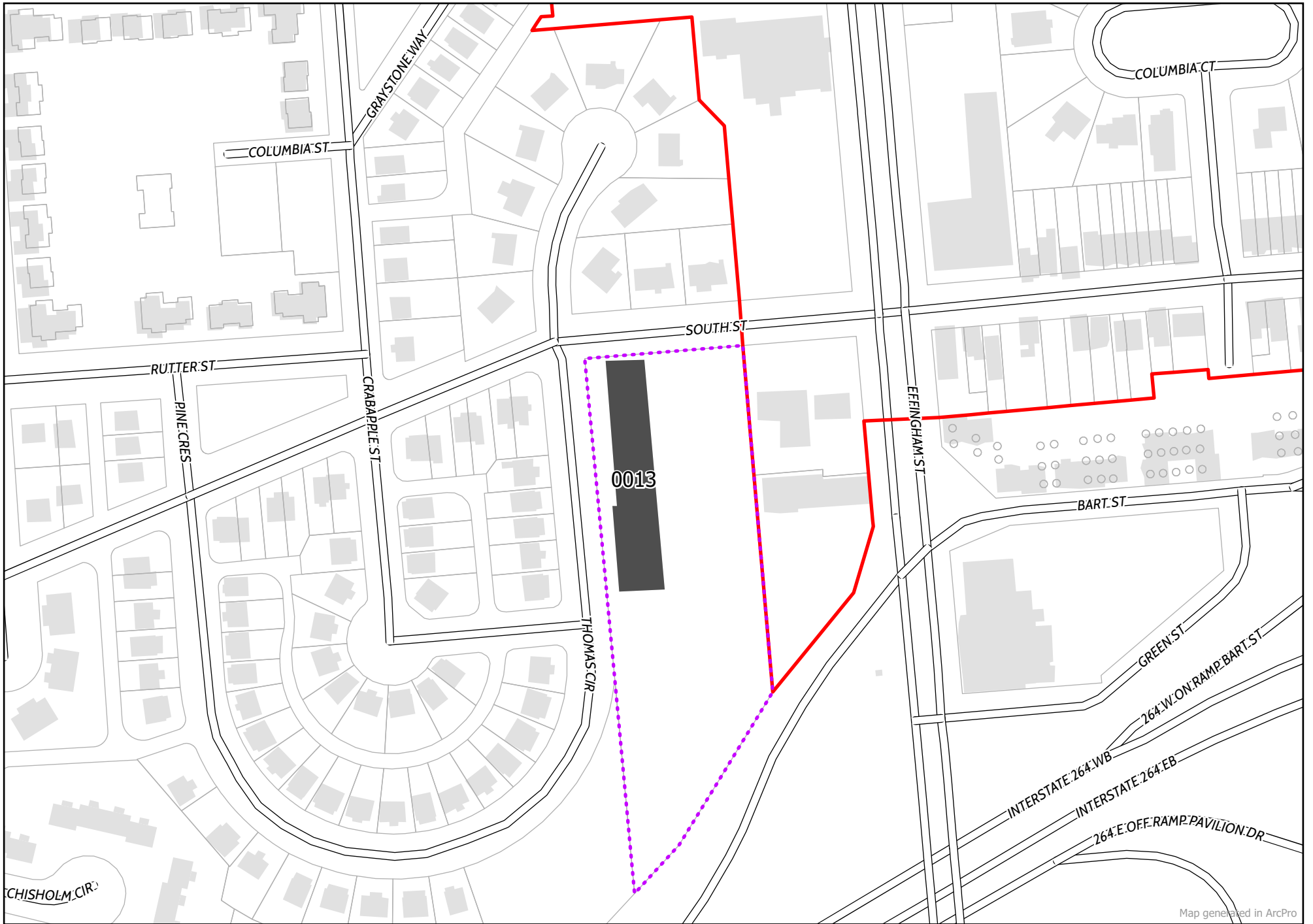
City of Portsmouth, Virginia

DHR ID# 124-5286

Page 2

- |                            |  |
|----------------------------|--|
| <b>Building Footprints</b> | <b>Existing Historic District Boundary</b> |
| ■ Contributing             | ▭ Increase Area 1                          |
| ▨ Non-Contributing         | ▭ Increase Area 2                          |
|                            | ▭ Increase Area 3                          |

Note: Maps show the contributing status of primary resources only. For status of secondary resources, please see the nomination inventory.



Map generated in ArcPro

**Sketch Map**



Scale: 1:2,000

**Downtown Portsmouth Historic District Boundary Increase 2026**

**City of Portsmouth, Virginia**

DHR ID# 124-5286

Page 3

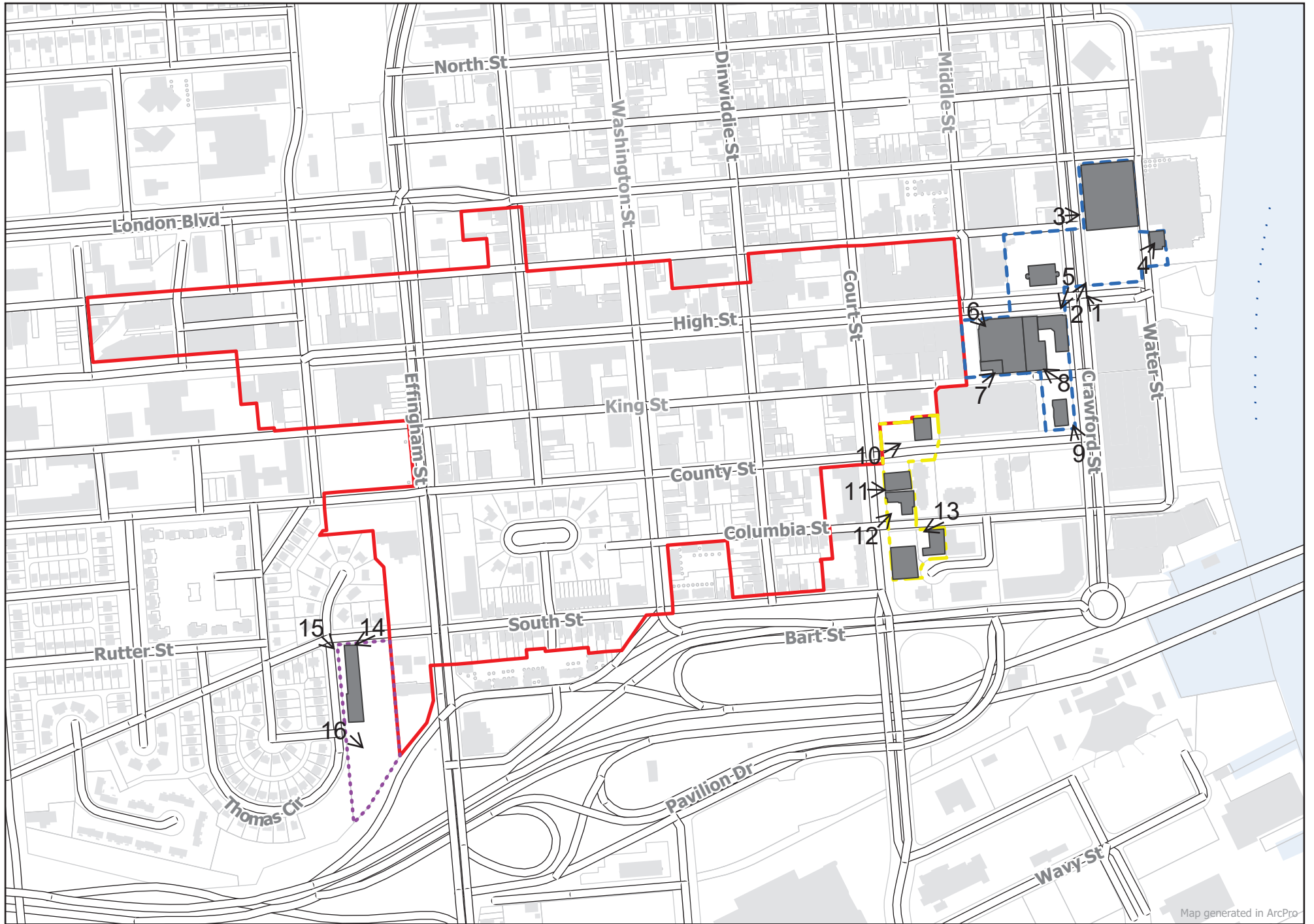
**Building Footprints**

- Contributing
- Non-Contributing

**Existing Historic District Boundary**

- Existing Historic District Boundary
- Increase Area 1
- Increase Area 2
- Increase Area 3

Note: Maps show the contributing status of primary resources only. For status of secondary resources, please see the nomination inventory.



Map generated in ArcPro

**Photo Key Map**

**Downtown Portsmouth Historic District Boundary Increase 2026**

City of Portsmouth, Virginia

DHR ID# 124-5286



Scale: 1:6,000

- Existing Historic District Boundary
- Increase Area 1
- Increase Area 2
- Increase Area 3







UNITED STATES COAST GUARD  
COMMISSIONER ATLANTIC AREA  
COMMISSIONER FIFTH COAST GUARD DISTRICT



PORTSMOUTH  
NAVAL SHIPYARD  
MUSEUM

PORTSMOUTH  
NAVAL SHIPYARD  
MUSEUM

NO  
PARKING  
→

PORTSMOUTH NAVAL SHIPYARD  
HISTORICAL MARKER  
1800-1863  
The Portsmouth Naval Shipyard was established in 1800 as the first of the United States Navy's shipyards. It was the site of the construction of the USS Constitution, the first of the USS Maine, and the USS Oregon. The shipyard was the site of the construction of the USS Intrepid, the USS Yorktown, and the USS Enterprise. The shipyard was the site of the construction of the USS Iowa, the USS Missouri, and the USS Wisconsin. The shipyard was the site of the construction of the USS Texas, the USS Oregon, and the USS Albatross. The shipyard was the site of the construction of the USS Kearsarge, the USS Monitor, and the USS Scorpion. The shipyard was the site of the construction of the USS Monitor, the USS Scorpion, and the USS Kearsarge. The shipyard was the site of the construction of the USS Monitor, the USS Scorpion, and the USS Kearsarge.







RESERVED  
WHEELCHAIR  
ACCESSIBLE  
VEHICLE ONLY  
NO PARKING  
EXCEPT BY PERMIT

RESERVED  
WHEELCHAIR  
ACCESSIBLE  
VEHICLE ONLY  
NO PARKING  
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THE GREAT  
OUTDOORS  
EXPERIENCE

WALMART  
GROCERIES

WALMART  
GROCERIES



M.M.  
**CROCKIN**  
FURNITURE CO.  
CARPETING  
APPLIANCES

FOR RENT















